LANDMARK DESIGNATION REPORT

Chicago & North Western Railway Powerhouse

211 N. Clinton St.

Preliminary Landmark receommendation approved by the Commission on Chicago Landmarks, October 6, 2005

CITY OF CHICAGO
Richard M. Daley, Mayor

Department of Planning and Development
Lori T. Healey, Commissioner

The Commission on Chicago Landmarks, whose nine members are appointed by the Mayor, was established in 1968 by city ordinance. The Commission is responsible for recommending to the City Council which individual buildings, sites, objects, or districts should be designated as Chicago Landmarks, which protects them by law.

The landmark designation process begins with a staff study and a preliminary summary of information related to the potential designation criteria. The next step is a preliminary vote by the landmarks commission as to whether the proposed landmark is worthy of consideration. This vote not only initiates the formal designation process, but it places the review of city permits for the property under the jurisdiction of the Commission until a final landmark recommendation is acted on by the City Council.

This Landmark Designation Report is subject to possible revision and amendment during the designation process. Only language contained within the designation ordinance adopted by the City Council should be regarded as final.

Chicago & North Western Railway Powerhouse

211 North Clinton Street

Built **1909-11**
Architects **Frost & Granger**

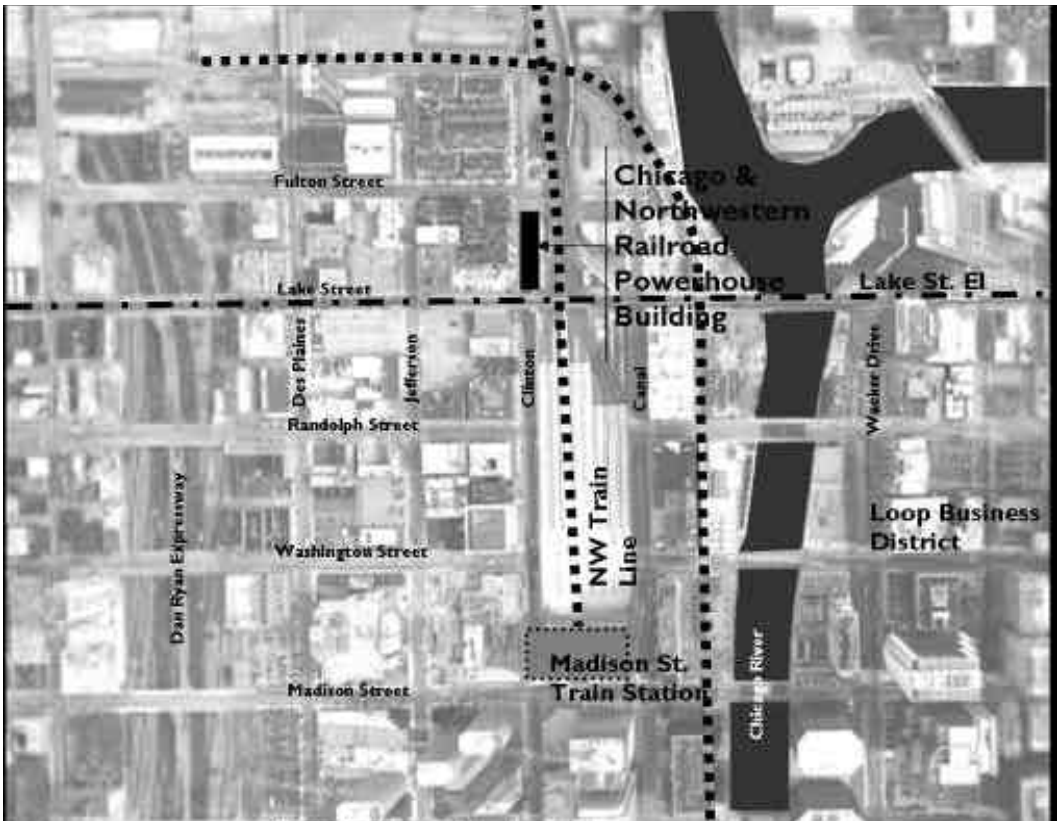
The Chicago & North Western Railway Powerhouse remains today as the best-surviving building of the once sprawling Chicago & North Western Railway Terminal complex built in the years just before World War I. Although the terminal building itself was demolished in the mid-1980s, the Powerhouse remains as a handsome, grandly-scaled, utilitarian example of the Beaux Arts architectural style, noteworthy for its giant round-arched windows set within finely-laid cream-colored brick walls. Designed by the Chicago architectural firm of Frost and Granger, it is one of the firm's best-surviving works.

The Powerhouse also exemplifies the importance of railroads in general, and the Chicago & North Western Railway in particular, to the history of Chicago. During the 19th century, Chicago became one of the United States' major nodes of rail transportation, and the confluence of railroads here encouraged the city's spectacular growth as a center of trade, commerce and manufacturing. The Chicago & North Western Railway, one of Chicago's dominant railroads, was the biggest of all the regional railroads in the Midwest. Essential to the functioning of the Chicago & North Western's terminal in downtown Chicago, the Powerhouse for more than 50 years provided electricity and steam heat for the adjacent terminal, the train yard and its standing passenger cars, and other nearby facilities associated with the operation of the railroad.

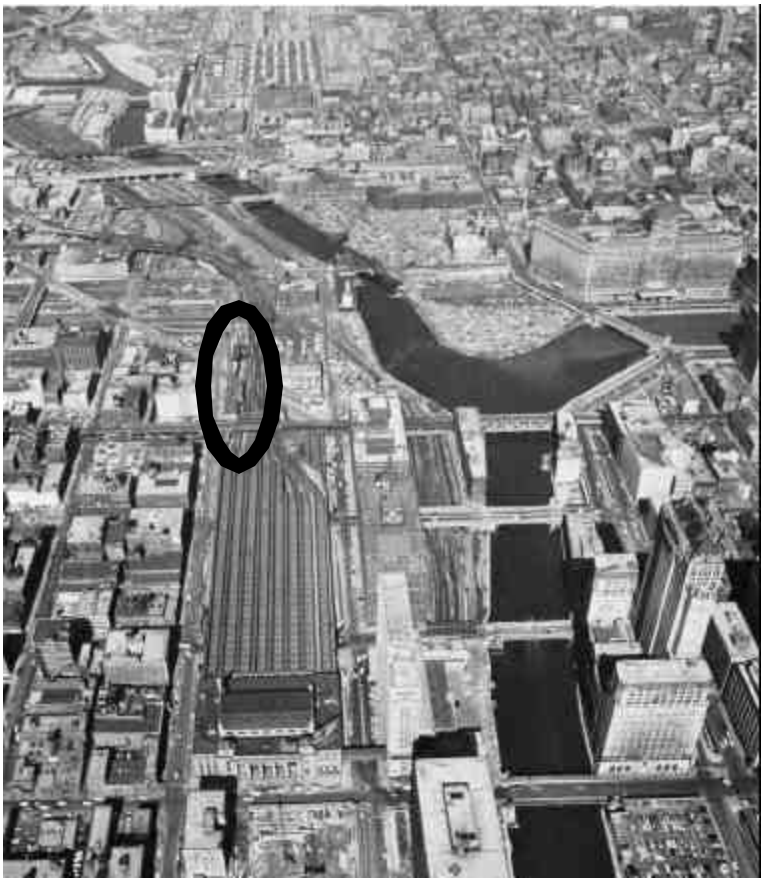
THE CHICAGO & NORTH WESTERN RAILWAY

The history of the Chicago & North Western Railway Power House is inextricably linked to the story of railroading in Chicago in general and the history of the Chicago & North Western Railway in particular. During the years that the Chicago & North Western Railway was in business, Chicago was the railroad center of the country. Its Chicago terminals and associated buildings played a major role in the lives of both immigrants arriving to make their home in Chicago and of commuters who streamed in and out of the city from their homes in the north and northwest suburbs on a daily basis. Providing heat and electricity for railroad facilities, the Powerhouse was an integral, important part of the functioning of the railroad terminal complex.

Chicago became an important railroad hub early in its history. The Galena & Chicago Union, the first railroad line to provide service to and from the city, was chartered by Illinois in 1836 to connect the city with lead mines in Galena. Because the railroad had trouble getting financing, railroad service on the line did not begin until 1848, and then only to the nearby town of Oak Park. The railroad's station, built that same year, was Chicago's first railroad station. This line was a predecessor company of the Chicago & North Western Railway, which absorbed the Galena & Chicago Union in 1864.

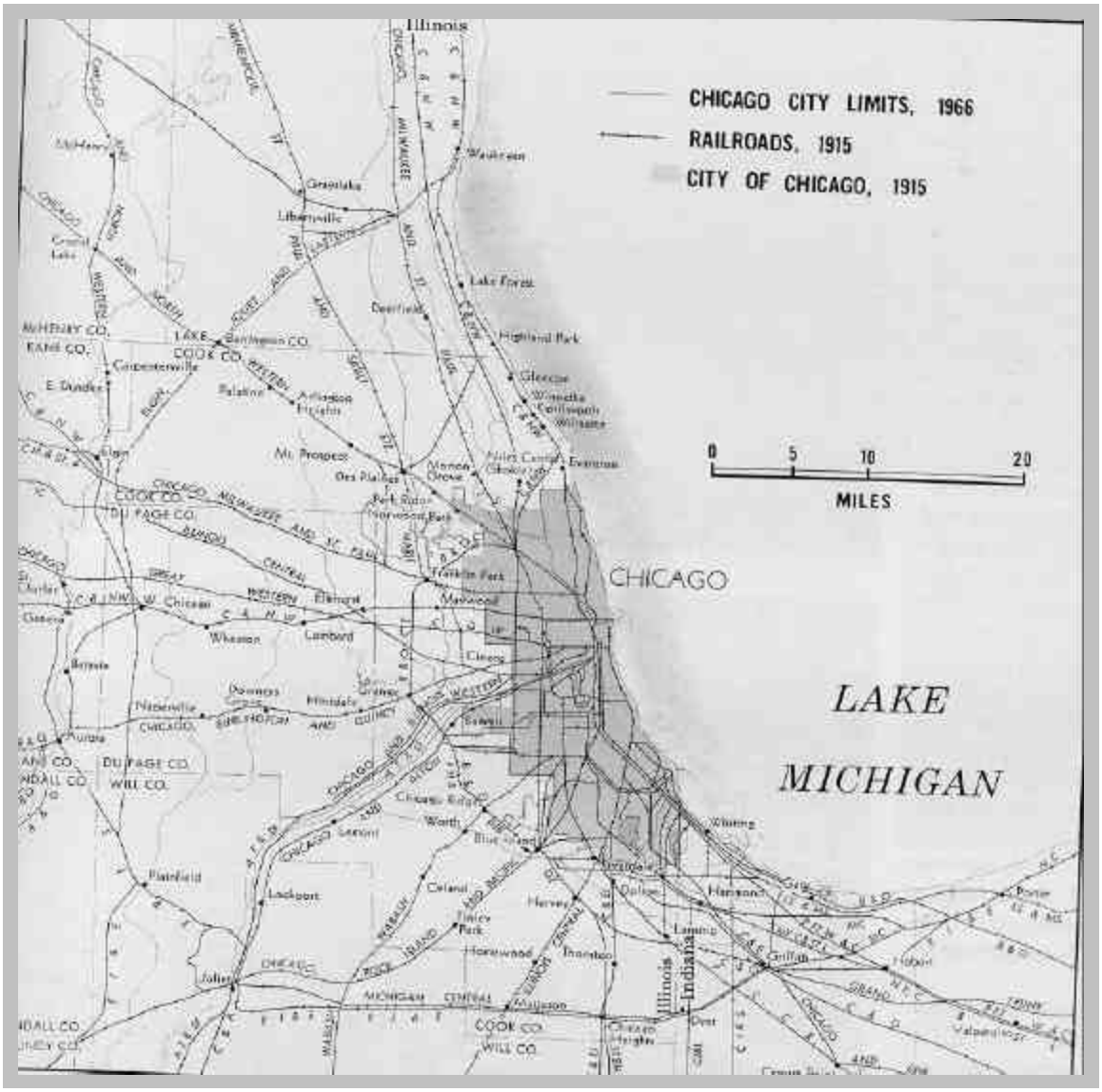


The Chicago & North Western Railroad Powerhouse is located at the northeast corner of Clinton and Lake Streets on the Near West Side of Chicago.



Top: A view of the Power-house from Clinton Street in 2004.

Left: The Powerhouse (indicated by oval) is located at the north end of the Chicago & North Western Railway Terminal complex. This historic aerial view shows the original Terminal headhouse (demolished) at the foot of railroad tracks.


CHICAGO CITY LIMITS, 1966
RAILROADS, 1915
CITY OF CHICAGO, 1915
0 5 10 20
MILES
CHICAGO
LAKE
MICHIGAN
Illinois
Indiana
COOK CO.
DU PAGE CO.
WILL CO.
KANE CO.
McHENRY CO.

Chicago has long been an important railroad center for the United States. Opposite page top: The city's first railroad depot, for the Galena & Chicago Union Railrood, a predecessor company to the Chicago & North Western Railway. Opposite page bottom: A map of Chicago, showing the plethora of railroad lines converging on the city in 1915, just after the completion of the Chicago & North Western Railway Terminal complex, with its Power-house. Above: A montage of railroad posters and flyers, illustrating both the large number of Chicago-centered railroads and their geographic reach.

By the end of the 19th century, hundreds of trains, carrying both freight and passengers, connected Chicago daily with all parts of the United States. Located in the center of the country, Chicago provided markets where Midwesterners could sell their agricultural produce, lumber and other products and could buy goods manufactured both in Eastern cities and Chicago itself. The city was a shipment center for many raw materials, including coal and other mineral ore. Grain markets, meatpacking, steel manufacturing and other industry flourished as Chicago's population skyrocketed, and this growth was largely made possible by the extensive web of railroads centered on Chicago.

Chicago was also an important hub of passenger rail transportation. Travelers were served by several railroad companies, including the Chicago & North Western Railway. At the height of passenger rail transportation in the mid-20th century, five impressive train stations served downtown Chicago, including the Chicago & North Western Railway Terminal with its associated Powerhouse. Most of these train stations and their related structures were demolished in the years following World War II, as airplanes and automobiles largely replaced the use of passenger trains for inter-city travelers. The Chicago & North Western Railway Powerhouse remains as a significant building associated with this important aspect of Chicago history.

Railroads not only enabled the commercial growth and development of Chicago, but also stimulated the city's metropolitan expansion. Long before automobiles began to dominate local transportation, railroads were the primary means for commuting to and from downtown Chicago. Local commuter trains encouraged the development of outlying residential subdivisions and towns, many of which became Chicago neighborhoods as the city expanded outward. As Chicago's population grew, and the city became more crowded and polluted, many businessmen and professionals moved their families outside the city as speculators bought up land where those who desired a less urban life style could purchase or build homes.

The construction of the railroad network running between Chicago and outlying areas began in 1848, when the Galena & Chicago Union's first locomotive, named the "Pioneer," arrived in Chicago. Within a short time, the line was completed to Oak Park, then west to Elgin. That same year, the railroad built its first depot, a small wood building located near Canal Street, just south of Kinzie Street.

As the railroad expanded and merged with other railroad companies, the modestly-sized station was first modified and enlarged, then replaced by later stations, including a monumental Wells Street Depot built in 1880 on the site of the current Merchandise Mart. Designed by architect W. W. Boyington, this Queen Anne-style station was an imposing-looking, red-brick building with sandstone trim topped by a tall clock tower.

Although a grandly-scaled facility for the time, this new terminal for the Chicago & North Western Railway could not keep up with the growth in passenger service that occurred during the next three decades. Additions to the terminal complex included the construction of a brick boiler and engine house located a quarter-mile west of the station

TERMINALS OF THE CHICAGO AND NORTH-WESTERN RAILWAY AT CHICAGO.

Top: An earlier Chicago & North Western Railway Terminal, built in 1880 on the present-day site of the Merchandise Mart.

Bottom: Besides its downtown terminal complex, the Chicago & North Western Railway had small stations and tracks extending throughout north and western Chicago neighborhoods and suburbs.

in 1892 and a new station annex and additional tracks and platforms in 1902, but the station remained inadequate.

In terms of route mileage and number of cities served, the Chicago & North Western Railway emerged as the largest of the regional railroad lines serving the Midwest, including the Chicago, Burlington & Quincy and the Chicago, Milwaukee & St. Paul railroad companies. The Chicago & North Western Railway served an area that extended as far west as Lander, Wyoming; south to Madison, Illinois; and north to Duluth, Minnesota, and Superior, Wisconsin. Although initially it was not primarily a commuter railroad, the company began thinking about commuter potential as early as the 1860s, just as many Chicago suburbs were incorporating. Expansion of the railroad continued, and by 1920, the Chicago & North Western Railway had 10,151 miles of tracks and a gross income of $21,811,562.

BUILDING CONSTRUCTION AND DESCRIPTION

As early as 1905, plans were under way for the construction of a new, vastly expanded terminal for the Chicago & North Western Railway. That year, company president Marvin Hughitt hired John F. Wallace, former Chief Engineer for construction of the Panama Canal, as the consulting engineer for the new building complex and authorized the acquisition of land. The selected area, easily accessible to Chicago's Loop, was west of the South Branch of the Chicago River on land extending from Madison Street, where the terminal's head house was to be located, to the intersection of Milwaukee Avenue and Clinton Street, the site of the Powerhouse. At that time, the area was built up with a hodge-podge of warehouses, small factories, cheap hotels and tenements.

The process of removing the more than 450 buildings on the site was long and arduous, complicated by lawsuits filed by building owners hoping for better compensation for their properties. The site also presented engineering difficulties; the terminal, train shed and tracks had to be built without disturbing a vast subterranean network of telephone, gas pipes and electric conduits, above the three east-west streets of Washington, Randolph, and Lake, but below the existing Lake Street elevated tracks (now the Chicago Transit Authority's Green Line). Land acquisition and building construction took six years, with the Chicago & North Western's new station complex, including the Powerhouse, opening on June 4, 1911. The architects were Charles Frost and Alfred Granger, while the engineers were E.C and R.M. Shankland, who had previously worked on the Reliance and Fisher Buildings (both designated Chicago Landmarks).

Trapezoidal in plan, the Chicago & North Western Railway Powerhouse was designed to fit between the newly-built train tracks, running along its east side atop a raised embankment, and the surrounding streets of Clinton, Lake and Milwaukee. The building extends 234 feet along Clinton Street, 215 feet along the raised Chicago & North Western Railway tracks, 40 feet along Lake Street, and 60 feet along the diagonal Milwaukee

Top: A postcard view of the Chicago & North Western Railway Terminal complex.

Bottom: A photo of the Terminal headhouse (demolished).

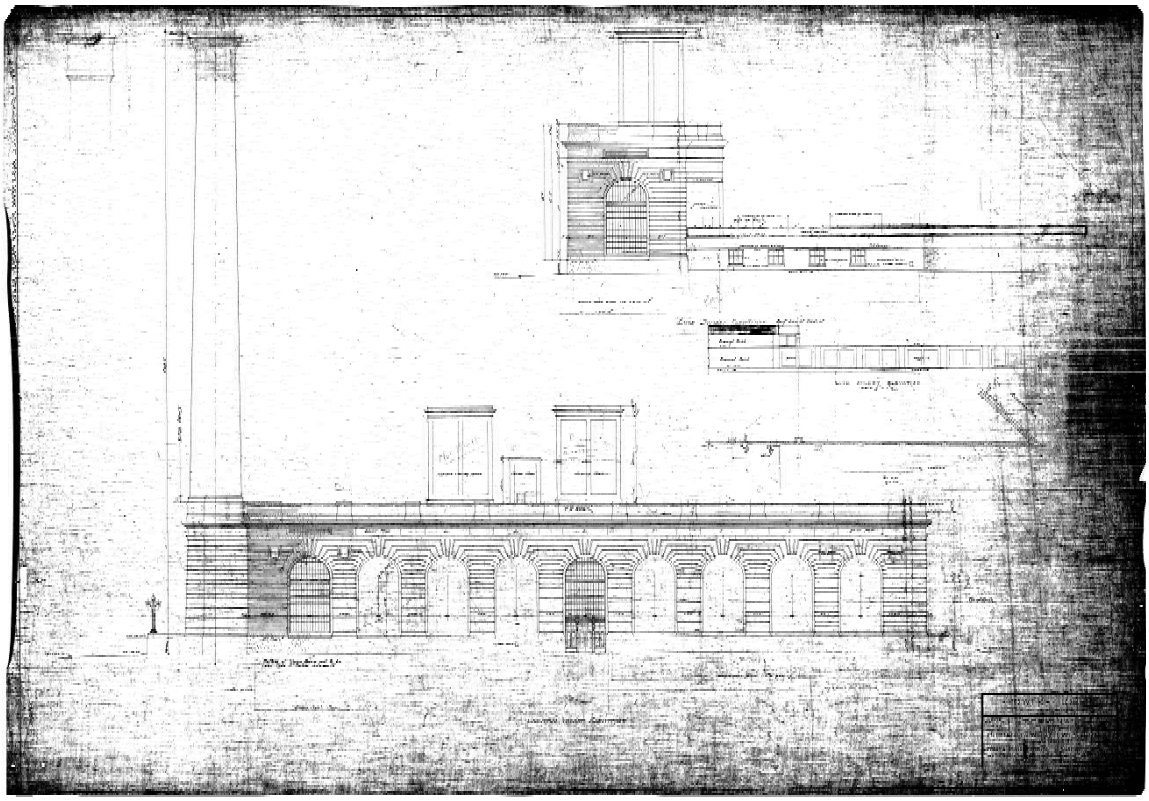
Avenue. The facade of the Power House facing Clinton Street stands higher (54 feet) than the side facing the tracks (41 feet). At the northwest corner is a 225-foot-high brick chimneystack.

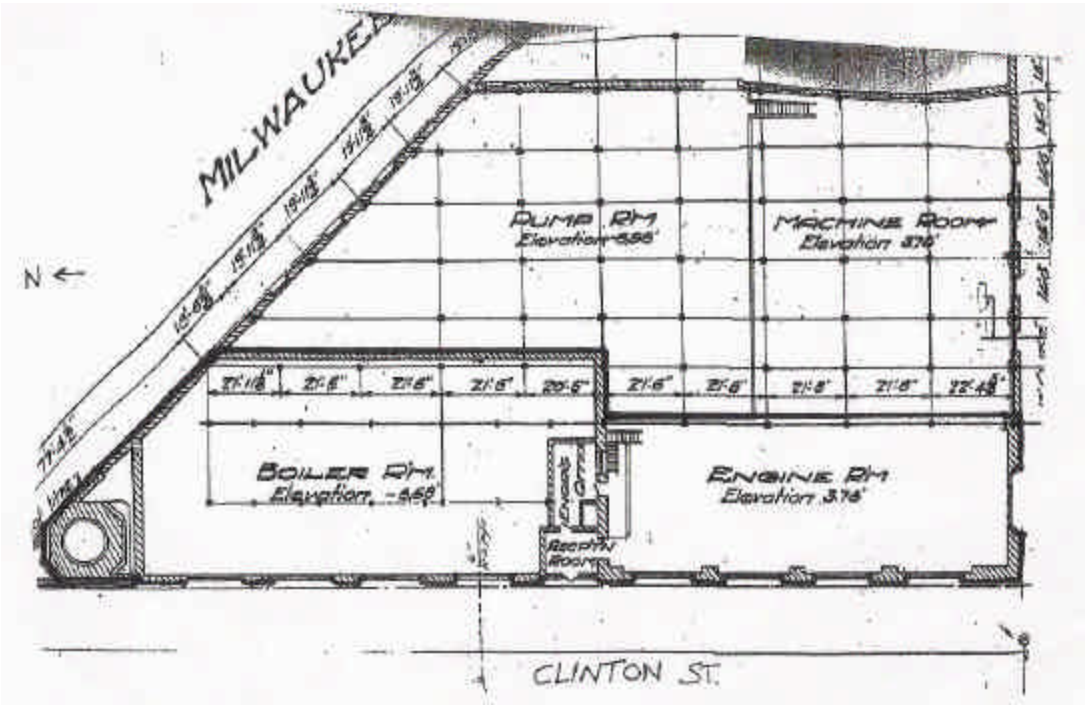
The building's most defining features are its dramatic fenestration along Clinton and Lake Streets and its rusticated wall treatment. There are nine tall arched openings with multi-paned metal windows along Clinton and one facing Lake. Each opening is 27 feet by 14 feet. A modest entrance is located in the center of the Clinton Street façade and was designed only to accommodate workers. Resting on a tall granite base, the Powerhouse's cream-colored brick walls was designed with every sixth brick course recessed to create horizontal banding that was meant to resemble rusticated stone work. Terra cotta was used for tall keystones at the center of each arched opening and for rectangular ornamental emblems framing the railway's monogram, "C & NW RW." The building's small entrance lobby originally led to two huge interior spaces, the boiler room to the north and the engine room to the south.

To accommodate the transfer of materials, a large part of the Power House was underground. Coal was delivered in rail cars at the upper, railroad-track level of the building, on the east side, where the building height appears to be a single story, since that is all that can be seen above the tracks. The track elevation actually enabled easy unloading. Railroad cars pulled into a siding in the northeast corner of the building and coal was dropped into hoppers. It then went into storage bunkers until it was fed into the boilers that were located in the north room of the building. The boilers were stoked, creating steam that was piped out to heat the railroad buildings and passenger cars. Smoke from the boilers traveled through a large flue opening that lead into the chimney stack that extended 227 feet from the sidewalk on the northwest corner of the building. The coal ashes were carried off in a separate set of ash storage bins and conveyers to the sublevel of the building, where they were hauled out in four-wheel electric locomotives by the Illinois (later Chicago) Tunnel Company, established in 1906, very shortly before the station was built, through the tunnel system located under Chicago's central business district. The steam power that produced heat also drove the engines located in the south half of the building that generated all the electricity for the station.

The planning of the new Chicago & North Western Terminal and the creation of the Plan of Chicago took place roughly at the same time. Plans for the terminal complex were announced in 1906, and it was completed in 1911. Architects Daniel Burnham and Edward Bennett, the creators of the Plan of Chicago, began work on the Plan in 1906 and produced their final document in 1909. Both works addressed the issue of removing the tangle of railroad tracks throughout Chicago from grade level in a comprehensive effort to improve traffic flow. The new Chicago & North Western Terminal complex with its layered separation of street and rail traffic fit in the proposals outlined in the Plan. The decorative wall along the west side of the tracks in Burnham's plan very closely resembles that which was built along Clinton Street. Burnham envisioned a continuous masonry wall, with classical trim resembling a Roman aqueduct. Burnham saw it as not only practical and interesting, but "even a grand architectural detail lending orderly

Top: A view of the Powerhouse in 2004. Left: A terra-cotta medalion of the Railway's insignia. Bottom: The Powerhouse's exterior is visually dominated by large-scale round-arched windows and brick walls laid to resemble rusticated stone.





Top: Reproduction of an original drawing of the Powerhouse's west elevation.

Bottom: A floor plan of the Powerhouse. Historically, it contained two large rooms, the boiler room to the north and the engine room to the south, with the service functions of the pump room and machine room directly to the east under the elevated railroad tracks.

distinction to that part of the city." The continuous arches in the west wall, along Clinton Street, terminate at Lake Street, but are repeated in the very much grander arched fenestration of the Powerhouse.

ARCHITECTS FROST AND GRANGER

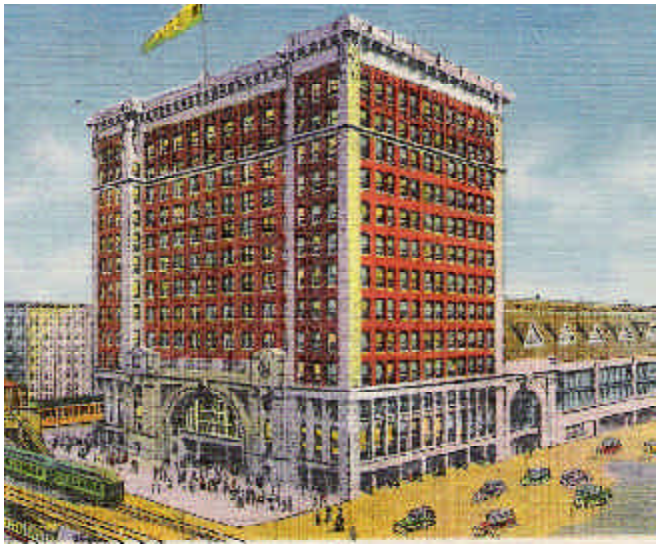
The Chicago & North Western Railway Power House was designed by **Charles Sumner Frost (1856-1931)** and **Alfred Hoyt Granger (1867-1939).** Both architects received their architectural education from the Massachusetts Institute of Technology, with Frost graduating in 1876 and Granger in 1887. Frost worked for Peabody and Stearns, one of Boston's most fashionable architectural firms, before moving to Chicago in 1882 to establish a partnership with Henry Ives Cobb. The resulting firm of Cobb and Frost soon became one of the City's important firms, designing the Potter Palmer Mansion on N. Lake Shore Dr. and the Union and Calumet Clubs (all three demolished), as well as the Newberry Library (located within the Washington Square Chicago Landmark District).

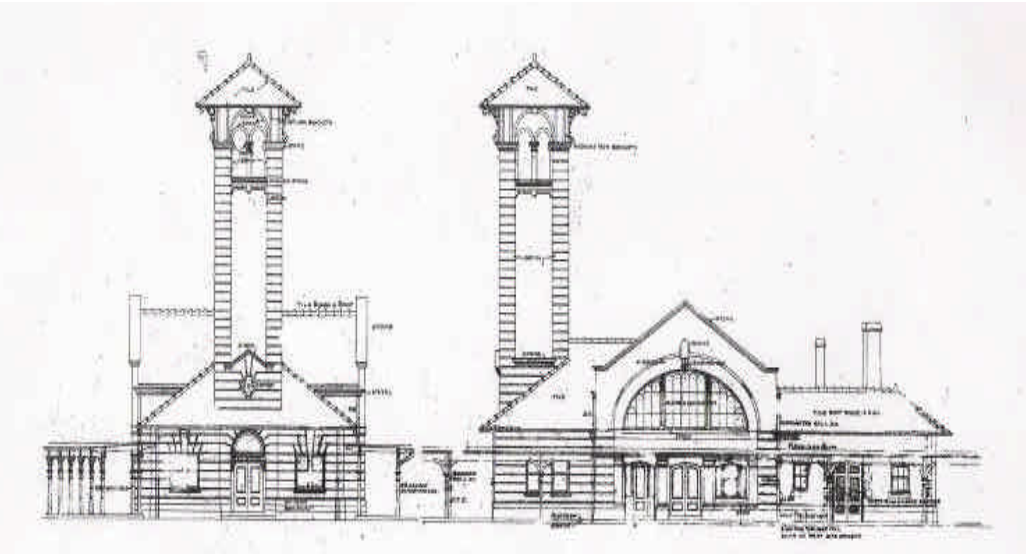
In 1889, Frost and Cobb dissolved their partnership. Frost then practiced independently for the next nine years, during which time he designed the Cobden Apartments at Belden and Clark (designated as part of the Mid-North District Extension). Other Chicago buildings from this period designed by Frost include the Home for the Friendless, the Kenwood Club, and the Kenwood Hotel (all demolished). Frost also designed a number of handsome single-family houses in the Kenwood Chicago Landmark District, including the John Lord House at 4857 S. Greenwood Ave, as well as the Walker Library at 115th St. and Hoyne Ave. in the Morgan Park neighborhood (now a branch library of the Chicago Public Library).

Granger, after graduating from MIT, continued his studies at the Ecole des Beaux Arts in Paris. When he returned, he entered the office of distinguished Boston architects Shepley Rutan and Coolidge and was sent by the firm to Chicago in the early 1890s to supervise the firm's designs for the Chicago Public Library (now the Chicago Cultural Center) and the Art Institute of Chicago (both Chicago Landmarks). Frost and Granger then formed their partnership in 1898.

The firm of Frost and Granger was selected as architect for the Chicago & North Western Railway Terminal complex, including the Powerhouse, at least partially because the firm had experience designing a large train depot having in 1903 completed the LaSalle Street Station (demolished). An equally compelling explanation for their selection was well-connected marriages by both architects. Both Frost and Granger had married daughters of Chicago & North Western Railway president Marvin Hughitt.

Regardless of family ties, Frost and Granger designed a railway terminal complex that received praise in the August 1905 issue of the *Architectural Record* for "its civilized home-like air and gentility." It also noted, regarding railroad stations in general, that "the





Frost and Granger, working either together or separately, designed many significant buildings in Chicago.

Opposite page top left: A photograph of Charles Frost. Opposite page top right: A photograph of Alfred Granger. Opposite page middle left: The Northern Trust Building at LaSalle and Monroe, designed by Frost and Granger. The architects were known for their railroad buildings, including (opposite page middle right) the LaSalle Street Terminal (demolished) and the Clybourn Junction Station (demolished).

Working either alone or with other partners, Frost and Granger designed (top) Navy Pier; (middle left) the Cobden Apartments (designated as part of the Mid-North District Extension); the Low House (part of the Kenwood District); and the Chicago Club (designated as part of the Historic Michigan Boulevard District).

new building promoted by the American railroads was at last falling into the hands of competent architects with the result that from the comparative standpoint there has been possible greater improvement in this class of buildings than any other." During his career Charles Frost, in partnership with Cobb or Granger or working alone, designed over 80 railroad stations throughout the Midwest, including ones for the Chicago & North Western Railway in Milwaukee, Rockford, and towns in Iowa, Wisconsin, and for several North Shore suburbs.

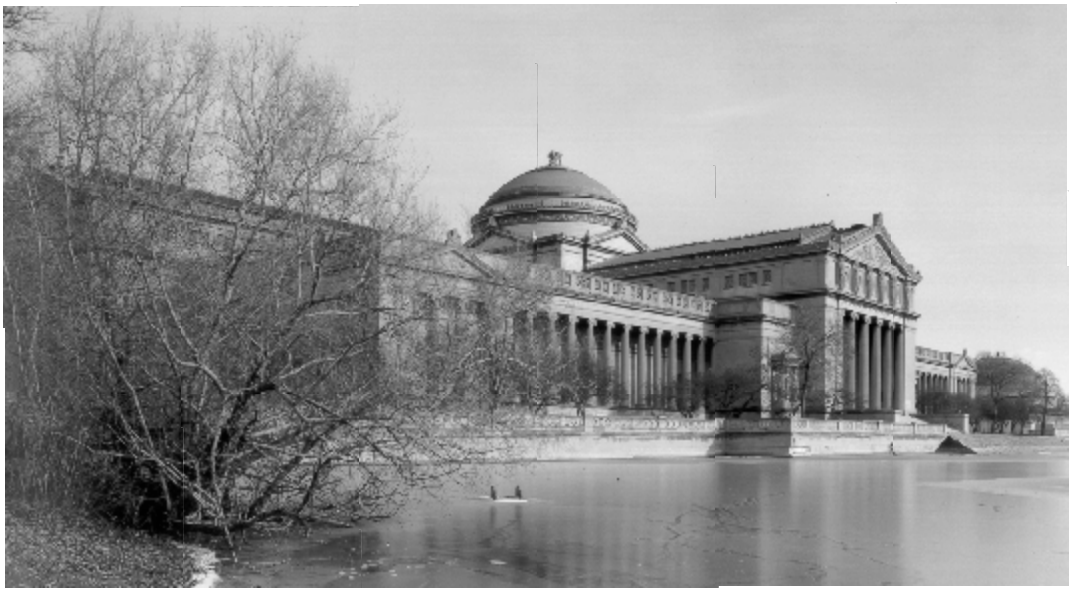
After Frost's retirement, Granger practiced in the 1920s with Elmo C. Lowe and John C. Bollenbacher. The firms of Granger, Lowe & Bollenbacher and Granger & Bollenbacher designed, among other buildings, the Chicago Club at Michigan and Van Buren (a contributing building in the Historic Michigan Avenue District) and the Bryn Mawr Community Church at 70th St. and Jeffrey Ave. in the South Shore community area.
.

THE BEAUX ARTS STYLE

The Chicago & North Western Railway Powerhouse was designed in the Beaux Arts style, incorporating Italian Renaissance Revival elements that complemented Frost & Granger's design for the Chicago & North Western Railway Terminal. It is a dramatic building in its own right, incorporating giant round-arched windows, brick work and decorative detailing that recalls centuries of classical architecture.

The term "Beaux Arts" (French for "Fine Arts") is generally used to describe a style of architecture that was popular between the early 1890s and 1920s and associated with the teachings of the Ecole des Beaux Arts in Paris. The most prestigious school of architecture in the world during this period, classwork at the Ecole was dominated by the study of formal spatial planning and classical-style architecture elaborated by lavish details. The influence of the Ecole was pervasive. It set the stage for the City Beautiful movement that was initiated at the World's Columbian Exposition of 1893 and dominated American city planning at the turn of the century. America's most highly-regarded architects, including Richard Morris Hunt, H. H. Richardson and, in Chicago, David Adler and Alfred Granger, studied there. Several American architectural schools, including the Massachusetts Institute of Technology, attended by both Frost and Granger, followed the Ecole's approach to education.

Beaux Arts-style architecture was a variation of classicism—formal and symmetrical, but with more exuberant surface ornamentation than other classically-derived styles. Most Beaux Arts-style buildings were built of stone. The walls of the Powerhouse are cream-colored brick laid in a rusticated surface treatment designed to resemble stone. Some Beaux Arts-style characteristic features, like paired columns, grand stairways and lavish details are absent. But, like other Beaux Arts-style buildings, the Powerhouse is topped by a flat roof, rests on a heavy stone base and three of the four facades are symmetrical, with monumental arched openings. The ten tall arched openings all are topped by huge



The Beaux Arts architectural style was widely used for grandly-scaled institutional and transportation buildings in the late 19th and early 20th centuries. It was commonly used for railway stations such as (top left) Grand Central Terminal in New York, and (middle) Union Station in Washington, D.C. Bottom: It was also used for museums such as the Musuem of Science and Industry in Chicago. Top right: It was less commonly used for utility buildings such as the Powerhouse; an example is this public bath building on West 16th Strreet in the Chelsea neighborhood of New York.

keystones and the building is capped by a tall parapet wall; both characteristics reinforce the grand scale of this long low building. These arched openings as well as the buildings symmetrical facades relate its architecture to the Italian Renaissance tradition, an important influence on the Beaux Arts style, and to the design of the now-demolished terminal head house that the Powerhouse was designed to complement.

The Chicago & North Western Railway Terminal head house (demolished) was four blocks south of the Power House, separated by the terminal train shed. With a public entrance that faced south onto Madison Street, it was the principal public building in the terminal complex, the tallest and most visually imposing, and a fine example of the Beaux Arts style. Its main façade featured a colonnaded entrance portico with grand arched openings set behind immense granite columns. Towers topped by shallow domes rose 120 feet on each side of the central entry. This entrance formed a monumental point of entry, inviting to the traveling public. On the interior, the waiting room was a vast monumental space lit by semi-circular windows set just under a barrel-vaulted ceiling covered with Guastivino tile vaults.

The architecture of the Powerhouse is relatively unusual in the context of Chicago because the Beaux Arts tradition is less typically associated with Chicago architecture than the progressive Chicago School and Prairie styles or simpler Classical Revival-style buildings. Because of their sense of monumentality, Beaux Arts-style designs were generally adopted for impressive public buildings such as museums, railroad stations or exposition buildings. More typical in East Coast cities, important examples include the Metropolitan Museum of Art (1895, Richard Morris Hunt) and Grand Central Terminal (1903-1913, Reed and Stem; Warren and Wetmore) in New York and Washington's Union Station (1907-1908, Daniel Burnham & Co.). Occasionally the style was selected for the design of impressive mansions, such as those built in the wealthy summer resort of Newport, Rhode Island.

The Beaux Arts-style design of the Powerhouse was meant to make it a compatible match with the more visually dominant terminal head house, but with less applied detailing, reflecting its original use as a industrial building devoted to the production of electricity and steam heat for the larger terminal complex. Its most noteworthy decoration are ornamental emblems, each containing an oval crossed by a banner containing the railway's monogram, "C & NW RW (a decorative variation of the line's "ball and bar" logo, a circle bisected by a slanted band containing the words, THE NORTH-WESTERN LINE). The Powerhouse was built to accommodate machinery, with people there only to keep the machines operational. Its physical separation from the terminal head house was for safety. Yet its design was complementary to the head house and associated structures such as the nearby switching tower and the long brick wall along Clinton Street screening the railroad's overhead tracks.

There are a relatively small number of Chicago buildings that display Beaux Arts-style characteristics, and they tend to be large-scale public and institutional buildings. Some of the most prominent include the Museum of Science and Industry (originally built as the Fine Arts Pavilion for the 1893 World's Columbian Exposition and a Chicago Landmark) and the Field Museum.

LATER HISTORY

Although the Chicago & North Western Railway Powerhouse was retired from service in 1962, there have been no exterior changes made to the building since 1942. The building was originally designed with two 30 by 20 x 31 foot-high cooling towers, located on either side of a 16 foot-high motor house. The south tower and motor house were removed in 1942. The interior remains largely intact, although the boilers and generators had been removed. The building was an "orange-rated" building on the Chicago Historic Resources Survey and was included in the earlier Illinois Historic Structures Survey. It has been individually listed on the National Register of Historic Places.

The Power House remains as the best, most intact portion of the original extensive Chicago & North Western Terminal complex. The Terminal head house itself was demolished in 1984 for the 42-story steel-and-glass Citicorp Center, designed by Helmut Jahn. The lower floors continued to serve as a railroad terminal, which was renamed the Richard B. Ogilvie Transportation Center after the former governor of Illinois in 1997, two years after the Chicago & North Western Railway merged with the Union Pacific Railroad. The building is still colloquially known to Chicagoans as the North Western Station.

CRITERIA FOR DESIGNATION

According to the Municipal Code of Chicago (Sect 2-120-620 and -630), the Commission on Chicago Landmarks has the authority to make a preliminary recommendation of landmark designation for a building, structure, object or district if the Commission determines it meets two or more of the stated "criteria for designation," as well as possesses a significant degree of its historic design integrity.

The following should be considered by the Commission on Chicago Landmarks in determining whether to recommend that the Chicago & North Western Railway Terminal Powerhouse be designated as a Chicago Landmark.

Criterion 1: Critical Part of the City's History

Its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the heritage of the City of Chicago, State of Illinois, or the United States.

- The Chicago & North Western Railway Powerhouse is significant as the best-surviving building associated with the extensive Chicago & North Western Railway Terminal complex that once visually dominated the Near West Side, north of Madison Street, after its completion in 1911. The Powerhouse was an essential building in the terminal complex, providing electricity and heat for the terminal head house, the train shed and standing passenger cars, and other buildings historically associated with the terminal complex.

- The Powerhouse exemplifies the historic significance of the Chicago & North Western Railway, one of the oldest and most dominant railroads in the history of Chicago and the State of Illinois.

- The Powerhouse exemplifies the importance of the railroad industry to the history of Chicago, supporting Chicago's growth as a center of transportation, commerce, and manufacture unrivaled in the United States in the late 19th and early 20th centuries.

- The Powerhouse is the best-surviving building associated with the Chicago & North Western Railway Terminal complex, which exemplified the comprehensive planning ideals of the Plan of Chicago, which advocated rational, well-constructed, and beautiful train stations and the grade separation of railroad tracks from streets.

Criterion 4: Important Architecture

Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials or craftsmanship.

- The Chicago & North Western Railway Powerhouse is an excellent example of Beaux Arts-style architecture as applied to a utilitarian building, incorporating Italian Renaissance Revival-style elements that complemented the similar, but more elaborate, design for the railway's original terminal head house.

- The Powerhouse displays fine craftsmanship in brick, granite and terra cotta with a variety of Beaux Arts-style ornament such as cream-colored brick laid to resemble stone, grand round-arched openings articulated with terra-cotta trim, and ornamental emblems featuring the railway's monogram.

Criterion 5: Important Architect

Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Chicago, the State of Illinois, or the United States.

- The Chicago & North Western Railway Powerhouse is the work of Frost and Granger, a significant architectural firm in Chicago history, especially known for their design of railroad stations in Chicago and its surrounding suburbs, including the LaSalle Street Station (demolished).

- Either together or practicing separately, Frost and Granger designed many significant buildings, including several already designated as Chicago Landmarks, such as the Newberry Library (designed with Henry Ives Cobb), the Cobden Building (part of the Mid-North District Extension), the Chicago Club at Michigan and Van Buren (in the Historic Michigan Avenue District); and the Lord House (a contributing building in the Kenwood District); and a number of other significant buildings in Chicago, including the Northern Trust Building at LaSalle and Monroe; the Walker Library in

the Morgan Park neighborhood at 115th St. and Hoyne Ave.; and the Bryn Mawr Community Church at 70th St. and Jeffrey Ave. in the South Shore community.

- Frost, working either alone or with Granger, was a noteworthy designer of railroad stations, designing over 80 railroad stations throughout the Midwest, including the LaSalle Street Station in Chicago (demolished) and many for the Chicago & North Western Railway.

Criterion 7: Unique Visual Feature

Its unique location or distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Chicago.

- The Chicago & North Western Railway Powerhouse, with its massive masonry walls dramatically pierced with round-arched windows and its tall, 225-foot-high chimney stack, is a visual "landmark" for thousands of commuters passing by the building daily on the Chicago Transit Authority's Green Line and Metra trains, as well as from many vantage points in the surrounding neighborhood and from the nearby Chicago River.

Integrity Criteria

The integrity of the proposed landmark must be preserved in light of its location, design, setting, materials, workmanship and ability to express its historic community, architectural or aesthetic interest or value.

The Chicago & North Western Railway Powerhouse retains excellent exterior physical integrity. It retains its original site and massing, and its exterior wall treatment, window openings, and ornamental detail are largely intact. Because of its location, next to the railroad tracks built as part of the construction of the Chicago & North Western Railway Terminal, the building retains its close visual association with the function of commuter rail traffic in Chicago.

There have been no significant exterior changes to the Power House since its completion in 1911, other than the removal of a cooling tower and motor house in 1942.

SIGNIFICANT HISTORICAL AND ARCHITECTURAL FEATURES

Whenever a building, structure, object, or district is under consideration for landmark designation, the Commission on Chicago Landmarks is required to identify the "significant historical and architectural features" of the property. This is done to enable the owners and the public to understand which elements are considered the most important to preserve the historic and architectural character of the proposed landmark.

Historic views of the Chicago & North Western Railway Powerhouse.

Based on its evaluation of the Chicago & North Western Railway Power House, the Commission recommends that the significant features be identified as:

- All exterior elevations, including rooflines and 225-foot-high chimneystack, of the building.

SELECTED BIBLIOGRAPHY

"Accounting Log" Chicago & North Western Railway, c. 1908. Archives of the Chicago & North Western Historical Society, Deerfield, Illinois.

"All Diesel Suburb Service on Chicago & North Western", *Chicago Daily News*, May 10, 1956.

Angel, Jim. "This was Railroading" *North Western Lines*, 30, Bucklin, Missouri: Chicago & North Western Historical Society, Spring 2003

Ash, Fred W. "A History of C & NW's Chicago Passenger Stations, Part I: The Early Depots." *North Western Lines*, Spring, 1991

_____. "A History of C & NW's Chicago Passenger Terminals, Part II: Birth of Madison Street Station." *North Western Lines*, Summer, 1991.

Ash, Fred. W. Interview, May 14, May 20, 2004.

John Barriger, Phone interview, February 23, 2004.

Benjamin, Susan. "Chicago & North Western Railway Power House", *National Register of Historic Places Registration Form*, 2004.

Bradley, Betsy Hunter. *The Works: The Industrial Architecture of the United States.* New York: Oxford University Press, 1999.

Burnham, Daniel H. and Edward H. Bennett. *Plan of Chicago*. Chicago: The Commercial Club, 1909. Reprinted by Princeton Architectural Press, New York, 1993.

Casey, Robert J. and W.A.S. Douglas. *Pioneer Railroad: The Story of the Chicago and North Western System.* New York: Whittlesey House, a division of McGraw Hill Co., Inc., 1948.

Chappell, Sally A. Kitt. *Architecture and Planning of Graham, Anderson, Probst and White, 1912-1936.* Chicago: The University of Chicago Press, 1992.

"Chicago and NorthWestern Railroad Station under construction" *Chicago Daily News* negatives collection, Chicago Historical Society, Chicago.

Chicago Yesterday and Today. Chicago: Feliz Mendelsohn, 1932.

Clipping File, Chicago Historical Society. Railroads: Chicago & North Western

Condit, Carl W. *Chicago, 1910-29: Building, Planning and Urban Technology*. Chicago: University of Chicago Press, 1973.

Diamonstein, Barbaralee. *The Landmarks of New York II*. New York: Harry N. Abrams, 1993.

Duis, Perry R. "Myths and Facts about the Chicago & North Western Terminal and its History". December 8, 1980. Clipping Collection, Chicago Historical Society.

Evans, Paul. *Art Pottery of the United States: An Encyclopedia of Producers and Their Marks.* New York: Charles Scribner's Sons, 1974.

Gilbert, Paul, and Charles Lee Bryson. *Chicago and Its Makers*. Chicago: Felix Mendelsohn, 1929.

Grant, H. Roger. *The North Western: A History of the Chicago & North Western Railway System*. DeKalb: Northern Illinois University Press, 1996.

Hasbrouck, Wilbert R. *The Chicago Architectural Club: Prelude to the Modern*. New York: Monacelli Press, 2005.

"History of the Chicago & North-Western Railway System." Chicago: Chicago & North Western Railway, 1910. Collection of the Chicago Historical Society, Chicago.

Holt, Glen E. *Review and Analysis of the History of the Present North Western Terminal. 1980*. Chicago: Chicago Historical Society, Clipping file:"Railroad Stations: Chicago & North Western

"Illinois Building Schedule", Chicago & North Western Railway Co. Page 9. After 1962. Archives of the Chicago &North Western Historical Society, Deerfield, Illinois.

Lowe, David. *Lost Chicago*. Boston: Houghton Mifflin, 1975.

Mayer, Harold M., and Richard C. Wade. *Chicago: Growth of a Metropolis*. Chicago: University of Chicago Press, 1969.

North Western Passenger Terminal, Chicago, Illinois. Chicago: Compliments of the Chicago & North Western Railway Company, 1911. This publication was printed for the opening of the new passenger terminal for the Chicago & North Western Railway. Clipping Collection, Chicago Historical Society, Chicago.

Photographs of the Power House, North Western Station: "Ready to Leave Terminal," "Wisconsin Division Local, pulling into Terminal", View South over Lake Street interlocking and Fulton Street," "Lake Street Power House from Track Level", 1932. Archives of the Chicago & North Western Historical Society, Deerfield, Illinois.

Pierson, Joe. Archivist, Chicago & North Western Railway Historical Society, Interviews, January 2, 2004. May 17, 2004.

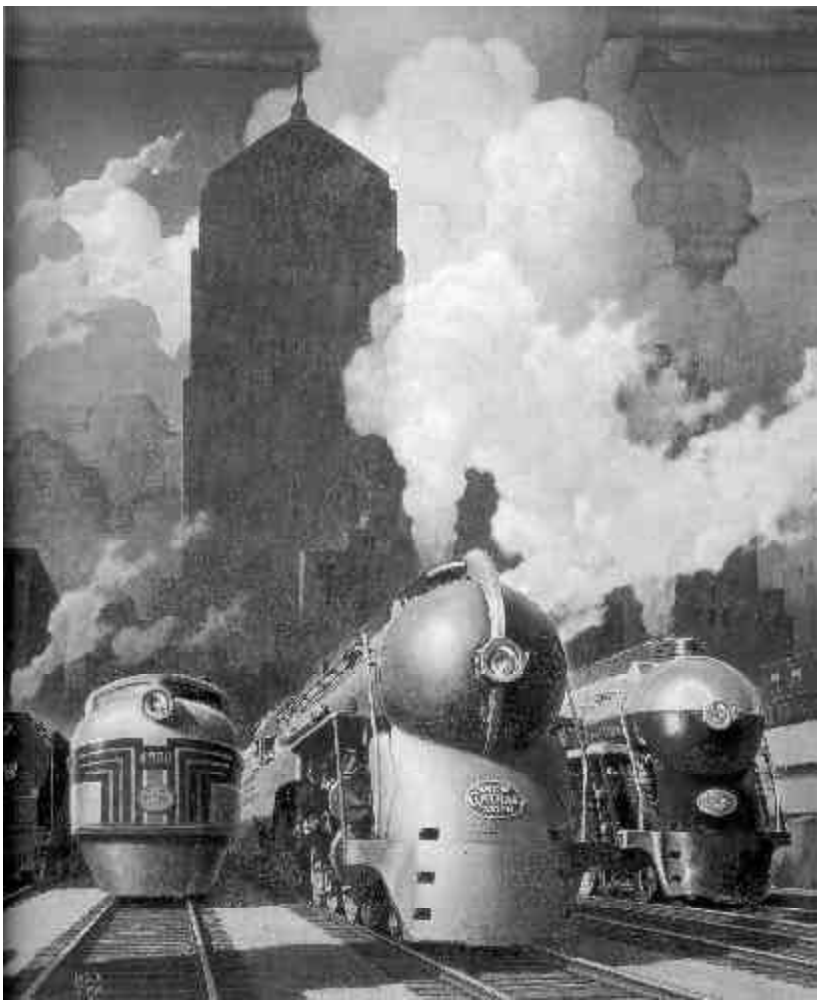
"Railway to Build $20,000,000 Depot". *Chicago Tribune*. October 7, 1906.

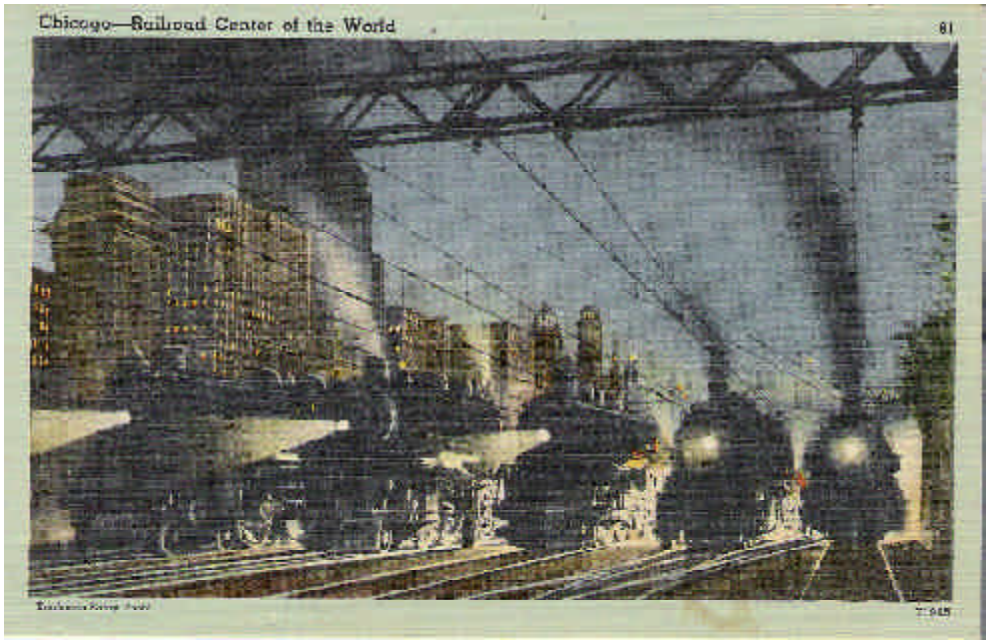
Stern, Robert A. M., Gregory Gilmartin and John Montague Massengale. *New York 1900; Metropolitan Architecture and Urbanism, 1890-1915*. New York: Rizzoli, 1983.

"Welcome To The Chicago Tunnel Company Railroad Home Page", www.ameritech.net/users/chicagotunnel/tunnel1.html. May 12, 2004.

Yesterday and Today: A History of the Chicago and North Western Railway System. Chicago, 1910. Archives of the Chicago & North Western Railway Historical Society.

Zukowsky, John, ed. *Chicago Architecture and Design: 1923-1993*. Munich: Prestel; Chicago: The Art Institute of Chicago, 1993.





Images of trains in downtown Chicago. Chicago was the center of railroad commerce in the United States for much of the country's history.

Acknowledgements

CITY OF CHICAGO
Richard M. Daley, Mayor

Department of Planning and Development
Lori Healey, Acting Commissioner
Brian Goeken, Deputy Commissioner for Landmarks

Project Staff
Susan Benjamin (consultant, Benjamin Historic Certifications), research, writing, and photography
Jeff Berta (Structured Development), layout
Terry Tatum, editing and layout
Brian Goeken, editing

Illustrations
Susan Benjamin: cover, pp. 3 (top), and 11.
Archives of the Chicago & North Western Railway Historical Society, Joe Pierson, Curator, Deerfield, Illinois: pp. 3 (bottom), 7 (bottom), 12, 14 (bottom), 22.
From Mayer & Wade, *Chicago: Growth of a Metropolis*: p. 4
From Lowe, *Lost Chicago*: p. 5, 7 (top).
Collection of Susan Benjamin: pp. 9 (top), 14 (middle right).
From *Chicago Yesterday and Today*: p. 9 (bottom).
From Hasbrouck, *The Chicago Architectural Club*: p. 14 (top left).
From Gilbert & Bryson, *Chicago and its Makers*: p. 14 (top right, middle left).
Bob Thall for the Commission on Chicago Landmarks: p. 15 (top, bottom), 17 (bottom).
Commission on Chicago Landmark files: p. 15 (middle left).
From Block, *Hyde Park Houses*: p. 15 (middle right).
From Diamonstein, *Landmarks of New York*: p. 17 (top left).
From Stern, *New York 1900*: p. 17 (top right).
From Schaeffer, *Daniel F. Burnham*: p. 17 (middle).
From *Chicago Architecture and Design, 1923-1993*: p. 25

COMMISSION ON CHICAGO LANDMARKS

David Mosena, Chairman
John W. Baird, Secretary
Phyllis Ellin
Lori T. Healey
Seymour Persky
Ben Weese
Lisa Willis

The Commission is staffed by the
Chicago Department of Planning and Development
33 N. LaSsalle Street, Suite 1600, Chicago, IL 60602

312-744-3200; 744-2958 (TTY)
http://www.cityofchicago.org/landmarks

Printed October 2005; Revised and Reprinted November 2005.